

Today's Advertisements.

THEATRE ROYAL CITY HALL.

SOCIETY'S REUNIONS.
Continued Triumphant Success of the Most-travelled Entertainment in existence,
HUDSON'S SURPRISE PARTY.
TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
ANOTHER GREAT AND GLORIOUS PROGRAMME,
EVERYTHING NEW,
Introducing
A symposium of sweet song and sustained screechers,
And such nice creatures in the show,
And the show is not "shel!"
It's the best of its kind in Hongkong.
That's a big say, is it not?
It is true, though, and we are cormorants for truth.
Instantaneous "catch-on" of our impersonations of peculiar people.
Complete capture of the convocation by our amusing performers.
The clever company consistently causing exclamation.
And the heart of the manager pulsates with a great joy.

Prices as Usual.
Box Place at Messrs. W. ROBINSON & Co's Music Warehouse.
Smiling at 9.15 P.M.
THOS. P. HUDSON.
Hongkong, 10th April, 1897. [606]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Douglas, will be despatched for the above Ports on TUESDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 10th April, 1897. [615]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"SINGAN,"
Captain Jamieson will be despatched as above on WEDNESDAY, the 14th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [613]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain G. Ramsay, will be despatched on THURSDAY, the 15th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [616]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barlow, will be despatched as above on MONDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [614]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1897. [612]

Today's Advertisements.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that the EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company, convened for THURSDAY, the 16th day of April, 1897, at 11 o'clock in the Forenoon has been ABANDONED and that in lieu thereof a GENERAL MEETING of the SHAREHOLDERS of the Company will be held at the COMPANY'S OFFICE, No. 9, PRINCE STREET, on TUESDAY, the 20th day of April, 1897, at 11 o'clock in the Forenoon, when the opinion of the Shareholders present will be sought as to the raising of additional Capital or the reconstruction of the Company.

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary.
Hongkong, 10th April, 1897. [609]

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND
IN THE MATTER OF AN APPLICATION ON BEHALF OF JONAS BROOK & BROTHERS, LD., FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that JONAS BROOK & BROTHERS, LIMITED, carrying on business at Melham Mills, in the County of York, England, as transferees from JONAS BROOK & BROTHERS, of Melham Mills, Leeds, by Assignment dated the 16th day of September, 1896, have, on the 30th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Marks have been or are intended to be used in respect of COTTON THREAD GOODS Manufactured and Sold by the said JONAS BROOK & BROTHERS, LIMITED.

Facsimiles of the said Trade Marks can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned.

Dated the 10th day of April, 1897.
JOHNSON, STOKES & MASTER,
Solicitors for
JONAS BROOK & BROTHERS, LD.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND
IN THE MATTER OF AN APPLICATION ON BEHALF OF J. P. COATS, LIMITED, FOR LEAVE TO REGISTER A CERTAIN TRADE MARK.

NOTICE is hereby given that J. P. COATS, LIMITED, carrying on business at Fergallie Thread Works, Paisley, in the County of Renfrew in that part of the United Kingdom of Great Britain called Scotland, have, on the 30th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register a certain TRADE MARK in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Mark has been or is intended to be used in respect of Class 25 COTTON YARN and THREAD.

A facsimile of the said Trade Mark can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned.

Dated the 10th day of April, 1897.
JOHNSON, STOKES & MASTER,
Solicitors for
J. P. COATS, LIMITED.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1895, the Undermentioned BANKS will be CLOSED for the Transference of Public Business on FRIDAY, the 16th instant (GOOD FRIDAY), and on MONDAY, the 19th instant (EASTER MONDAY):—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
ANTHONY BABINGTON,
for Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
G. G. F. AGUSTIN,
Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHANTREY INCI, BALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, NAO NABEKRA,
Agent.

Hongkong, 10th April, 1897. [607]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CADE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 10th April, 1897. [608]

THE SUPERIORESS of the ITALIAN CONVENT, CADE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 10th April, 1897. [608]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [379]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

When the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper's issues not later than 5 o'clock on the day before the issue is published, and are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learned on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address "Telegraph," Hongkong.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 15th September, 1896. [6]

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 10, 1897.

BAD NEWS FOR CIVIL SERVANTS.

We note in the *Straits Times* a "circular despatch" from the Colonial Office on the subject of pension and leave pay, and the rates of exchange at which these payments are to be made, which has not been published here yet, although perhaps this evening's *Gazette* may contain it. We do not understand why, if a new rule on the subject is to be made at all, applying as it does only to officers entering the service after 1st July next, any higher rate of exchange should be sanctioned than that actually prevailing. Why is a Civil servant to receive his half pay at 3s. to the dollar when the market rate is 2s. 1d.? He has agreed to serve for so many dollars a month. Let him take his chance as everyone else has to do—gain if the dollar goes up; lose if it goes below the value it had when he joined the service. Where a man has joined the service when salaries were fixed in sterling it is, of course, another question, and he has a just claim either to be paid in sterling or at a fixed rate; but there can be neither justice nor common sense in applying such a rule to new men who enter the service at dollar rates. We publish the C. O. despatch referred to in another part of this issue.

TELEGRAMS.

(Special to Hongkong Telegraph.)
THE CRISIS AT SHANGHAI.

FOREIGNERS EXASPERATED.
ANOTHER INDIGNATION MEETING.

COOLIES ANNOYING EUROPEANS.
SHANGHAI, April 10th.

At the indignation meeting held on Wednesday resolutions were passed (a) protesting against the recent action of the authorities in giving in to the wheelbarrow coolies and (b) insisting on it that the increased license fee for wheelbarrows should be rigidly enforced on and after the 1st May.

Copies of the resolutions were duly sent in to the Municipal Council, who have greatly annoyed foreigners here by calmly replying that they will look into matters on Tuesday.

In consequence of the inaction of the Councilors and their disinclination to fall in with the views of the majority of the European ratepayers, a petition has been circulated and very largely signed for the purpose of having a ratepayers' meeting held at an early date.

Everything is quiet here at present. The coolies are jubilant, and offensive towards foreigners.

SIR CLAUDE MACDONALD.
We have excellent authority for stating that H.M.S. *Narcissus* leaves Amoy tomorrow morning (Sunday) with Sir Claude Macdonald on board and may be expected to arrive here early on Monday, the 12th instant.

REUTER'S MESSAGES.
GREECE AND THE POWERS.

LONDON, April 9th.
The fresh Note of the Powers is belittled at Athens; nevertheless the journals censure the clamour for war.

CRETE.
The insurgents are massing at Sitia and the Commander of a French warship has landed guns to be in readiness for attack.

(From L'Avenir du Tonkin.)
THE FRENCH NAVY.

PARIS, April 1st.
Admiral Bernard, Minister for the Navy, has submitted to the Chamber a demand for a credit of eighty millions francs for the construction of new warships, to be spread over several years.

LOCAL AND GENERAL.

THE French mail is due on Tuesday next.

H.M.S. *Narcissus* will arrive from Amoy tomorrow forenoon.

A CATTLE famine is said to exist in Southern Punjab, where fodder is extremely scarce.

THE extraordinary meeting of the Société Française des Houillères de Touraine has been postponed till 1st of May.

A GENERAL meeting of shareholders of the Punjon Mining Company will be held on the 20th inst. *Vide adv.*

OUR No. 1 winter commenced to-day. Spring is due about 15th June, Summer in September, and the autumn any time before 1898.

H.B.M. Consulate at Foochow is now in the charge of Mr. W. R. Carter, who assumed office on the 1st inst. On the same date Mr. C. F. R. Allen left for Europe.

MR. GEORGE STADE, of Messrs. Gilman & Co., has joined the Board of Directors of the Hongkong and Shanghai Banking Corporation, replacing Mr. A. McCoskie, who resigned on leaving the Colony.

THE National Gallery has received a valuable addition to the British section of the collection in the shape of that admirable picture, "The Yeoman of the Guard" by Millais. This work was exhibited at the Academy in 1877, and at the Paris Exhibition in 1878. The picture has been presented to the nation by Mrs. Hodgkinson, the half-sister of Millais, in accordance with the wish of her late husband.

THE tenth lecture of the current session of the Odd Volumes Society will be delivered by Mr. J. J. Francis, Q.C. The subject is "The Theory of British Advocacy" and the meeting, over which Sir John Carrington, Chief Justice, will preside, at which it is to be delivered, will be held in the Chamber of Commerce Room, City Hall, on Wednesday, the 11th instant, at 5.15 p.m. precisely. Ladies are invited to attend.

TWO Portuguese youths named J. Stewart and S. Thompson were fined \$10 each and ordered to pay \$5 each as compensation to a rich man for assault. It appears that they went in rickshaws from Queen's Road East to West Point and paid 10 cents for hire. On the coolie demanding more they both assaulted him. The coolie's face looked as if it had been used as a football and it is to be hoped that the penalties inflicted on his assailants will act as a caution to others in future.

We note that His Excellency Admiral Buller has transferred his flag from the *Albatross* to the *Centurion*, the former having gone into dock for an overhaul. It is rumored that the speedy *Undaunted*, once known as "the lame duck of the squadron," is to have her steaming powers still further improved by the lengthening of her funnels, a similar operation recently performed upon the *Narcissus* having considerably added to the draught of her funnels and her speed, while her coal consumption has been thereby reduced.

It is reported that during the past week Green Islands have been the medium of a rather extensive business at advancing rates, and from \$25 to \$30 cash, and \$240 for 31st July and 30th June has been paid.

MR. GEORGE hears that the 10,000 unallotted Rand shares, for which tenders were called, have been all-tied at an average price of 23s. 6d. per share; this, he says, ought to give the Company a profit of about £5,000 on the issue.

THE Paris correspondent of the *Courier d'Haiphong* is responsible for a statement to the effect that M. de Lanesan, in a recent article, advocates a Franco-German alliance against England, and it is said that M. Hanotaux holds similar views.

FROM private sources we hear that Cardif and Bristol have subscribed respectively £350 and £200 to the Methodist Jubilee Fund, which has for its object the establishment of Soldiers' and Sailors' Homes at Hongkong and other places in the Empire.

THIS paragraph from a London journal will interest those who are thinking of witnessing the Diamond Jubilee procession—Windows in St. Paul's Churchyard are being sold at fabulous prices for the day of the Queen's visit to the Cathedral; £200, and even £300, being asked for a room about 18 ft. square, with two windows, each less than 4 ft. wide.

THE utmost consternation must have prevailed in sporting circles at home when the Judges of the Queen's Bench Division held in the case of Dunn, the bookmaker, that betting in Tattersall's enclosure is illegal. The anti-gambling, anti-sports, anti-everything faction have scored one apparently, but the matter will, says the *Asian*, undoubtedly be carried beyond the Queen's Bench.

AFTER Captain May had been examined by the Diamond Jubilee Permanent Memorial Sub-Committee yesterday, Mr. A. Denham was heard regarding Mr. Gerhonn Stewart's scheme for a road round the Island. Mr. K. R. Leigh wrote stating that the cost of getting the Queen's statue and supplying and erecting a railing and four fountains was estimated at \$7,500. The next meeting will be held on Monday, at 4.30 p.m.

At a court martial on board H.M.S. *Undaunted* yesterday a private of Marine Infantry named Waghorn was sentenced to six months' imprisonment for having struck a sergeant. The prisoner had been ordered by the sergeant to parade in heavy marching order and he refused, hitting the sergeant in the face. Captain Logan was president of the Court and the other members were Capt. Wiley, Comds. Smith, Dorlen, Henderson, and Wade.

It is stated in a Calcutta daily that the rules for the examination of officers of the Burma Commission in the Chinese language have been extended to the whole of the British Army in India. Officers will first have to pass a preliminary test examination of a simple character before the Adviser on Chinese Affairs in Burma, and then the successful candidates will be sent to Peking on full pay for eight months. Fresh passages will only be allowed to those who pass at the end of that term an examination in the colloquial Peking dialect similar to that required of Secretaries of Legation, but the successful students at this second examination will receive a reward of one thousand rupees.

THIS is what *Indian Enthusiasm* says about "Tea and its Makers"—China is said to be inventing what is called a "new method" in the making of her tea, and hopes thereby to bring herself back into the lines of some of her old prosperity. Messrs. Andrew Melrose and Co., Edinburgh, famous brokers of China tea, write:—"If John Chinaman sends home all his tea as strong as this, he will very soon give a good account of himself against the overwhelming flood from India and Ceylon, because there is in this sample much

THE GYMKHANA.

Committee:—A. Babbington, Esq.; The Hon. J. J. Bell-Irving; Hart Buck, Esq.; Capt. Burney, R.A.; Major Grant Dalton, W. V. Regt.; R. M. Gray, Esq.; V. A. Caesar Hawkins, Esq.; T. F. Hough, Esq.; J. McKie, Esq.; Capt. Loveband, A.D.C.; G. C. C. Master, Esq.; The Hon. F. H. May, C.M.G.; C. H. Nugent, Esq., R.E.; Lt.-Col. The O'Gorman, D.A.A.G.; G. H. Potts, Esq.; Commander Taylor, R.N.; The Hon. T. H. Whitehead, M.D.; Wood, Esq.; W. V. Regt. Judges:—The Hon. J. J. Bell-Irving and V. A. Caesar Hawkins, Esq.

Handicappers:—Hart Buck, Esq.; R. M. Gray, Esq.; G. C. C. Master, Esq.

Starter:—A. Babbington.

Timekeeper:—G. H. Potts, Esq.

Clarks of the Scales:—J. McKie, Esq.

Hon. Treasurer:—A. Babbington, Esq.

Hon. Secretary:—Lieut.-Col. The O'Gorman, D.A.A.G.

SATURDAY, APRIL 10TH.

The opening Gymkhana of the season was held at the Racecourse, Happy Valley, this afternoon, and proved very successful, although the late rain made the "going" rather heavy. There was a good attendance, and among those present were His Excellency the Governor, H.E. Major-General Black, Admiral and Lady Buller and Col. The O'Gorman, Hon. T. H. Whitehead and many other representative people.

The racing generally was good and the spectators watched the various events with much interest. The band of the West Yanks supplied a very enjoyable selection of music during the afternoon and thus added in no small degree to the pleasure of the meeting.

HALF MILE RACE; 1st prize \$10; 2nd \$5; 3rd \$2; weight for hounds with 7 lbs. added; winners in 1897, once 7 lbs., twice or often 10 lbs. in addition; subscription griffin and hand ball polo ponies allowed 7 lbs.; entrance \$3.

LT.-COL. THE O'GORMAN'S, Morrison, 1st 21b Mr. Master's g. Maple (late Arthur), 1st 21b Mr. Master's g. Maple, 1st 21b.

THE HON. F. H. MAY'S bay Tocala, 1st 21b Mr. May's g. Sancy, 1st 21b.

MR. J. J. BELL-IRVING'S ch. Chin Chin, 1st 21b Mr. J. J. Bell-Irving's ch. Chin Chin, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

THE HON. F. H. MAY'S bay Tocala, 1st 21b Mr. May's g. Sancy, 1st 21b.

MR. J. J. BELL-IRVING'S ch. Chin Chin, 1st 21b Mr. J. J. Bell-Irving's ch. Chin Chin, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

MR. HART BUCK'S ch. Red-fire, 1st 21b Mr. Hart Buck's ch. Red-fire, 1st 21b.

MR. HERMIT'S g. Wakelof Joe, 1st 21b Mr. Hermit's g. Wakelof Joe, 1st 21b.

MR. LAWSON'S g. Wakelof Joe, 1st 21b Mr. Lawson's g. Wakelof Joe, 1st 21b.

SPORTING NOTES.

AQUATICS.

Healey Regatta will be held this year on the 14th, 15th and 16th July.

GOLF.

At the next meeting of delegates in connection with the Amateur Golf Championship at home, Mr. James Callen will move that in future years the Amateur Championship be played on three Scottish and three English greens, namely, 1898, Westward-Hill, 1899, Prestwick, 1900, Hoylake, 1901, St. Andrews, 1902, Sandwich, 1903, Muirfield. There is much to say in favour of the proposal, which is sure to be thoroughly discussed.

HINA RACING FIXTURES.

May 3—Shanghai Spring Meeting begins.
May 4—Shanghai 2nd day.
May 5—Shanghai 3rd day.
May 17—Tientsin 1st day.
May 18—Tientsin 2nd day.
May 19—Tientsin 3rd day.

ENGLISH RACING FIXTURES, 1897.

MAR. 26—Liverpool Grand National; 4 miles 8 1/2 fms.
" 27—Liverpool Spring Cup; 1 mile 5 fms.
" 31—Northamptonshire Stakes; 1 1/2 miles 200 yds.

APRIL 4—Crawford Plate; 6 fms.
" 23—Craven Stakes; 1 mile.
" 27—Great Metropolitan Stakes; 1 1/2 miles.
" 28—City and Suburban; 1 1/2 miles.
MAY 5—Two Thousand Guineas; 1 mile 11 yds.
" 7—Thousand Guineas; 1 mile 11 yds.
" 15—Kempthorpe Park Great Jubilee Stakes; 1 mile.

JUNE 9—Newmarket Stakes; 1 1/2 miles.
" 2—The Derby; 1 1/2 miles.
" 4—The Oaks; 1 1/2 miles.
" 11—Manchester Cup; 1 1/2 miles.
" 13—Grand Prix de Paris; 1 mile 7 fms.
" 15—Ascot Stakes; 2 miles.
" 15—Prince of Wales's Stakes, Ascot; 1 mile 5 fms.

JULY 16—Royal Hunt Cup; 7 fms. 165 yds.
" 18—Hardwicke Stakes; 1 1/2 miles.
" 23—Northumberland Plate; 2 miles.
" 29—July Stakes, Newmarket; 5 fms. 142 yds.

AUG. 1—Princess of Wales's Stakes; 1 mile.
" 7—Champion Stakes; 5 furlongs.
" 16—Yellie Stakes; 1 1/2 miles.
" 22—Liverpool Cup; 1 mile 3 furlongs.
" 27—Stewards' Cup, Goodwood; 6 fms.
" 28—Goodwood Stakes; 1 1/2 miles.
" 29—Great Ebor Handicap; 1 1/2 miles.
" 30—Great Yorkshire Handicap; 1 mile 6 fms. 132 yds.

SEPT. 8—St. Leger Stakes; 1 mile 6 fms. 132 yds.
" 15—Prince Edward Handicap; 1 mile.
" 30—Jockey Club Stakes; 1 1/2 miles.
" 9—Duke of York Stakes; 1 mile.
" 13—Carrarville Stakes; 2 miles 2 fms. 35 yds.
" 15—Middle Park Plate; 6 furlongs.
" 27—Cambridgeshire Stakes; 1 mile 240 yds.

OCT. 28—Liverpool Plate; 7 furlongs.
" 12—Liverpool Autumn Cup; 1 mile 3 fms.
" 27—Manchester November Handicap; 1 1/2 miles.

MISCELLANEOUS.

Archer, the well known "bookie," of Calcutta, is seriously ill.

The Rangoon team won the Mandalay Polo Tournament, beating the Royal Scots in the final by 5 goals and 3 substitutes to 4 goals and 2 substitutes.

The *Asian* says:—The fight between Filistimon and Corbett for the Boxing Championship of the World came off at Carson City, Nevada, before a big gallery. Filistimon knocked Corbett out after fourteen hard-fought rounds.

Serge Harris, of the Connecticut L. I. has again been distinguished himself. At the S. L. I. Sports meeting, held at Miami Mir (India) on the 10th March, he carried off the 1000 yards open race in 2m. 28sec., the 440 yards open in 54 1/4 sec., and the 120 yards hurdles in 1m. 10sec.—all with the utmost ease.

"Champion Row" will have to keep in good form if he hopes to try conclusions with this remarkable sprinter.

A. R. Downer won the 120 yards V. sweepstakes with 150 added, run at the Victoria Grounds, Newcastle, last month, beating D. Bridge, of Newcastle, in the final in 1m. 3 3/4 sec.

Captain Burnett got a nasty fall riding Hippomenes in the Burman Hurdles at Mandalay on the 4th March, being rendered insensible for some time but he insisted on riding after he came round, and won a couple of races.

DR. PERSIN AND PLAGUE VIRUS.

BY G. C. FRANKLAND.

In view of the importance which attaches to Dr. Yersin's discovery of the plague virus and his antitoxin, the following notes on his work may be of interest. When a youth of twenty, Yersin had the rare good fortune to obtain an entrance to the Institut Pasteur.

The extraordinary ardour with which he devoted himself to his work rapidly won for him the admiration and respect of all his colleagues. When little more than a student, Roux signalled him as a brilliant student, and he was afterwards, in the train of diphtheria, which has since become so memorable, and which were communicated to the scientific world under the joint names of the master and his pupil.

While at Tonkin, in the spring of 1894, he received the request from the French Government to proceed to Hongkong to study the plague which had recently broken out there.

Yersin started on his mission, and arrived in Hongkong a few weeks after the plague had commenced its terrible career. It was a city-carcer which had already claimed the lives of 300 Chinese, and which was yet to exact a tribute of thousands. Yersin describes how, on reaching Hongkong, he found the authorities busy rapidly erecting temporary hospitals, the existing accommodation being quite inadequate to cope with the widespread dimensions of the epidemic.

He obtained permission to erect a small hut within the precincts of his principal hospital, and there, in a concentrated plague atmosphere, he took up his quarters, and, busily improvising a laboratory, commenced his investigations. So far the plague had confined itself to the insular Chinese quarters of the city; and Yersin mentions that the infected cabins occupied by the natives were often not only without windows of any kind, but were sunk below the level of the ground, which, combined with the shocking overcrowding which prevailed, converted such dens into plague incubators of the most fatal and dangerous character.

In these infected districts, one of the first things which attracted Yersin's attention was the extraordinary number of dead rats which lay about in all directions in the houses as well as in the streets; but, on inquiry, he soon learnt that this mortality was a well-known feature of the plague; that the rats were

attacks animals such as rats and mice, and in the country districts swine and buffaloes, before it touches human beings. An examination of these dead rats showed that their symptoms differed in no way from those which characterize the plague in man, and the extreme susceptibility of these animals furnished Yersin at once with a valuable means of tracking out the virus.

His first step was to make careful examinations of the bubonic material present in the tumours which accompany the disease, and here he discovered immense numbers of a short bacillus which appeared to be almost exclusively in possession of the field. These he found were readily stained, and could be cultivated with ease in the usual bacterial media.

Further investigation showed that these short bacilli were invariably present in the ganglia and liver and spleen of plague patients; that they were, however, rarely to be found in the blood, and then but in small numbers, and usually only in rapidly fatal cases a short time before death.

Healthy rats and mice inoculated with pure cultures of this bacillus succumbed to the typical plague symptoms; and Yersin had thus accomplished the first step in his investigation—the identification of the specific virus of plague.

Yersin was at first of opinion that rats were the principal disseminators of the disease, for healthy mice that up with a dead plague-stricken rat rapidly developed the disease and succumbed; but he noticed later the curious fact that in the little room where he carried out his post-mortem examinations, immense numbers of dead flies were scattered about in all directions. He, therefore, determined to ascertain if this wholesale slaughter of flies had any connection with plague bacilli; so taking some of these insects, and first removing the head, wings, and feet, he pounded up their bodies in a mortar. An examination later of the liquid exhibited masses of bacilli closely resembling the now familiar plague microbe; to place their identity beyond doubt he inoculated some of this broth into mice, with the result that the latter died of plague. That flies materially assisted in the spread of the disease was thus established.

With the slender accommodation and primitive means at his disposal, it was impossible for Yersin to further pursue his investigations, and he was obliged to leave Hongkong, and he therefore forwarded cultures of his bacillus to the Institut Pasteur, and from here, in the course of the following year, was published the memoir describing the production of the anti-plague serum which is now being so urgently requisitioned for service in India. The bacillus was found to be pathogenic for not only rats and mice, but for the other animals of an experimental laboratory, rabbits and guinea-pigs.

That the most remarkable therapeutic value attaches to anti-plague serum was now elaborated by the Institut Pasteur. In this is shown by the success which has recently followed its application in undoubted cases of plague at Amoy, by Yersin, now Director of a Pasteur Institute at Nhatrang in Annam. In conclusion, it may be asked—How long in England to rest content to knock as a humble supplicant at the door of foreign institutes for assistance when overtaken by disaster, as is now the case in India? Why should Paris supply the means for relieving the suffering of our fellow-subjects in India? The answer, and reasons for that answer, are simple, but too well known to require repetition here, and we can only hope that in the future, at present dim and obscure, the barriers which now so formidably impede medical progress in this country may yield before the enlightened pressure of public opinion.—*Nature*.

THE JAMESON RAID INQUIRY.

MR. CHAMBERLAIN AND MR. RHODES.

CONSTITUTIONAL GRIEVANCES AND DANGERS.

PROSPECTS OF FUTURE TROUBLE.

We have taken from our last budget of London dailies the most interesting and instructive portion of Mr. Rhodes's evidence. It shows Mr. Chamberlain's desire to elicit for public information the real character of the situation, past, present, and future.

QUESTIONS BY MR. CHAMBERLAIN.

Mr. Chamberlain: First, as to the concessions' account. I understand the company was accustomed to act as banker for certain large railways in which you are interested. Those accounts were sometimes in cash, and sometimes overdrawn.—*Yes*.

If, in the ordinary course of business, you had desired to enter upon some new commercial enterprise requiring money, I suppose you would have opened an account with the Chartered Company?—*Yes*, there were matters connected with the North, and many other things, and the staff at the Cape kept accounts.

If you had been working a new claim, and had wanted £10,000 or £20,000, you would not have hesitated to open an account temporarily with the company for the money?—*Certainly*.

Occasionally you were a very large creditor?—*Quite so*, and remained so a long time.

That is, you would not hesitate to take an overdraft?—*Certainly not*.

When you entered upon the political enterprise of assisting the revolution and wanted money, it was therefore in the ordinary course that you opened an account with the Chartered Company?—*Exactly*, and my brother will inform you that, as a matter of fact, there were certain concession holders in Johannesburg whom he had authority to pay, and at first I thought he was drawing for that purpose.

Now, as to the transfer of the protectorate to the hands of Colonel Rhodes, were you understood to be guaranteed by you?—*Certainly*.

There was never any doubt about that?—*Oh, dear, no*.

Suppose the revolution had been successful, would you still have paid those drafts?—*Certainly*.

Under no circumstances had you any intention of assuming any responsibility upon the Chartered Company?—*Of course not*. It was impossible.

Now, as to the transfer of the protectorate to the hands of Colonel Rhodes, were you understood to be guaranteed by you?—*Certainly*.

There was never any doubt about that?—*Oh, dear, no*.

Suppose the revolution had been successful, would you still have paid those drafts?—*Certainly*.

Under no circumstances had you any intention of assuming any responsibility upon the Chartered Company?—*Of course not*. It was impossible.

Now, as to the transfer of the protectorate to the hands of Colonel Rhodes, were you understood to be guaranteed by you?—*Certainly*.

There was never any doubt about that?—*Oh, dear, no*.

Suppose the revolution had been successful, would you still have paid those drafts?—*Certainly*.

Under no circumstances had you any intention of assuming any responsibility upon the Chartered Company?—*Of course not*. It was impossible.

Now, as to the transfer of the protectorate to the hands of Colonel Rhodes, were you understood to be guaranteed by you?—*Certainly*.

There was never any doubt about that?—*Oh, dear, no*.

Suppose the revolution had been successful, would you still have paid those drafts?—*Certainly*.

Under no circumstances had you any intention of assuming any responsibility upon the Chartered Company?—*Of course not*. It was impossible.

Now, as to the transfer of the protectorate to the hands of Colonel Rhodes, were you understood to be guaranteed by you?—*Certainly*.

There was never any doubt about that?—*Oh, dear, no*.

Suppose the revolution had been successful, would you still have paid those drafts?—*Certainly*.

In order to guard the railway in the Protectorate, and at first there was a refusal on administrative grounds. Mr. Chamberlain saying that if they could come to an agreement with the native chiefs there would be no objection to the police.

You also asked for a stipend for the railway?—*Yes*, and that arrangement was carried out.

FAVOURABLE TO THE CHIEF.

Meanwhile the chiefs had come to England to protect their interests, and they were asked to try to come to terms with the Chartered Company?—*Yes*, I was told so.

After two months no agreement had been come to, and thereupon negotiations took place at the Colonial Office, and I was asked to mediate between the company and the chiefs?—*Yes*.

And an arrangement was finally come to, was that favourable to the chiefs?—*I think very favourable*.

So do I, Mr. Rhodes (laughter). This got over my objections to the transference and I agreed to complete the cession of the territory?—*Yes*.

This was no disadvantage to the Government. We saved the cost of the police, £40,000 a year?—*I think it was £60,000*.

And we were also to save £200,000 promised you by my predecessor as a subsidy for the railway?—*Yes*, and he made a most excellent arrangement (laughter).

THE DISCONTENT IN JOHANNESBURG.

Now as to the discontent in Johannesburg. You had been aware of it for a long while. Was the discontent confined to the commercial classes?—*No*; it was general; it was not confined to the capitalists.

Do you think the working men of Johannesburg shared the feelings of the capitalists?—*I am sure they did*.

If the reform which the Uitlanders desired had been conceded to them, and their grievances had been removed, is it possible they might not have cared about the franchise?—*I think they would have demanded the franchise following that, for it covers everything else*.

Did the working men suffer from the education laws?—*They were exceedingly angry that their children had to be taught in the Dutch language*. Suppose we insisted in the Cape that Dutch children should be instructed through the medium of the English language—why, there would be a revolution.

How far was the agitation substantial, or how far manipulated from outside?—*I think it was substantial*. It had been going on for years.

Did you think it necessary to start the movement, or was it already a strong movement?—*You cannot start a revolution. You cannot induce people to risk their lives unless they feel a keen interest. There was a strong movement*.

As Prime Minister your first duty was to the Cape Colony, and how was the Cape interested in the Johannesburg revolution?—*Oh*, if it had been successful we should have had free trade for all our produce, and probably a union of Africa on several federal questions.

You considered the action of the Transvaal Government had been hostile, and that, therefore, a change of Government would have been desirable in the interests of Cape Colony?—*Yes*, especially as the leaders of the movement in Johannesburg had agreed that we should have free trade in all our produce.

How long were you Premier?—*About six years*.

THE FLAG INCIDENT.

Before this recent trouble, had you any reason to fear conflict arising out of circumstances in the Transvaal in which possibly the interests of the Cape Colony might have been concerned? Do you remember in 1870 the flag incident?—<

Intimations.

THE BEST NERVE-TUNER.

"TONINE."

TONINE is prepared of pure *Hæmoglobine* extracted from pure animal blood combined with general digestive and nerve tonics. When the blood from any cause, has become impure or impoverished, as shown by pale skin, lips and gums, the results obtained by the use of "TONINE" are certainly remarkable. The normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

PREPARED ONLY BY AMERICAN DRUG & CHEMICAL CO., NEW YORK.

13] WATKINS & CO., Agents.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

HOTEL METROPOLE, 1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLESMILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

THE GRILL ROOM, 4, QUEEN'S ROAD.

THE LEADING CATERERS

ON TUESDAYS,

GREEN TURTLE STEAKS for Tiffin,
GREEN TURTLE SOUPS for Dinner.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice. WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS a Speciality. Hongkong, 14th December, 1896. [67]

CARBOLINEUM-AVENARIUS USED FOR 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damages. Sole Agents for China, S. HEFLE & Co. Hongkong, 14th May, 1896. [33]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. SOLE AGENTS IN THE EAST FOR CLEMENT DUNLOP TYRES BICYCLES—PRICE...\$185. A special reliable Watch made for this Climate. Quality B...\$12. Quality C...\$10. 16, QUEEN'S ROAD CENTRAL, Opposite the Telephone Office.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Vacheron and Son's CELEBRATED OPAKA GLASSES, MARINE GLASSES and SPYGLASSES Nos. 24 & 25, Queen's Road Central. [40]

SIEN TING, SURGEON DENTIST, No. 16, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1896. [41]

Shipping.

STEAMERS.

FOR NAGASAKI AND VLADIVOSTOCK. THE German Steamer "JACOB DIEDERICHSEN," Captain Schickler, will be ready to load here on or about THURSDAY, the 15th instant, for the above Ports, and will have quick despatch. For Freight, apply to MELCHERS & Co. Hongkong, 8th April, 1897. [474]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship "TEUCER," Captain Williams, will be despatched as above on THURSDAY, the 15th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th April, 1897. [583]

"BEN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "BENMOHR," Captain Le Doullier, due here about end of the present month, will have quick despatch. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 8th April, 1897. [597]

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. THE Company's Steamship "YAMASHIRO MARU," Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 4 P.M. This Steamer is fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout. A fully qualified Doctor and a European Stewardess are carried. For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd April, 1897. [575]

CANADIAN PACIFIC RAILWAY COMPANY. FOR PACIFIC COAST, CANADA AND THE UNITED STATES. THE British Steamship "HUPEH" will be despatched on or about THURSDAY, the 20th instant, for VICTORIA and VANCOUVER (B.C.), via NAGASAKI, KOBE and YOKOHAMA. Through Bills of Lading issued to JAPAN, PACIFIC COAST, CANADIAN AND UNITED STATES PORTS. For Particulars as to Rates, &c., apply to D. E. BROWN, General Agent. Hongkong, 8th April, 1897. [599]

FOR SAN FRANCISCO. THE 100 ft British Ship "FALLS OF DEE," Lock Master, shortly expected, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 7th February, 1897. [545]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS. FOR TAKAO (FORMOSA). THE Steamship "SIKH," Captain Rowley, will be despatched for the above Port TO-MORROW, the 11th instant, at Daylight. For Freight or Passage, apply to DODWELL CARLILL & Co., Agents. Hongkong, 10th April, 1897. [504]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship "NAMO," Captain Hall, will be despatched for the above Ports TO-MORROW, the 11th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LARRAIX & Co., General Managers. Hongkong, 10th April, 1897. [602]

CHINA NAVIGATION COMPANY, LIMITED. FOR CHEFOO AND TIENTSIN, VIA SWATOW. THE Company's Steamship "NANCHANG," Captain Finlayson, will be despatched as above TO-MORROW, the 11th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th April, 1897. [580]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL. (Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship "OOLONG," R. Conrad, Commander, will be despatched as above on the 12th instant, instead of as previously advertised. For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 3rd April, 1897. [500]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship "DARDANUS," Captain Gregory, will be despatched as above on MONDAY, the 12th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th April, 1897. [582]

"SHELL" LINE OF STEAMERS. FOR HAVRE, LONDON AND HAMBURG. (Taking Cargo at through rates to COVENTRY, STOCKHOLM, NORKKOPING, GYDE, DANZIC and KONTORSSBORG, with transshipment in HAMBURG.) THE Company's Steamship "COWRIE," Captain Parsons, will be despatched as above on MONDAY, the 12th instant. For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 5th April, 1897. [556]

FOR NEW YORK, VIA SUEZ CANAL. THE British Steamship "BRECONSHIRE," Captain Peebles, will be despatched for the above Port on or about the 14th instant, instead of as previously advertised. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 7th April, 1897. [400]

"MOGUL" LINE OF STEAMERS. FOR SHANGHAI, KOBE AND YOKOHAMA. THE Steamship "MOGUL," Captain Wright, will be despatched as above on WEDNESDAY, the 14th instant. For Freight or Passage, apply to DODWELL CARLILL & Co., Agents. Hongkong, 7th April, 1897. [592]

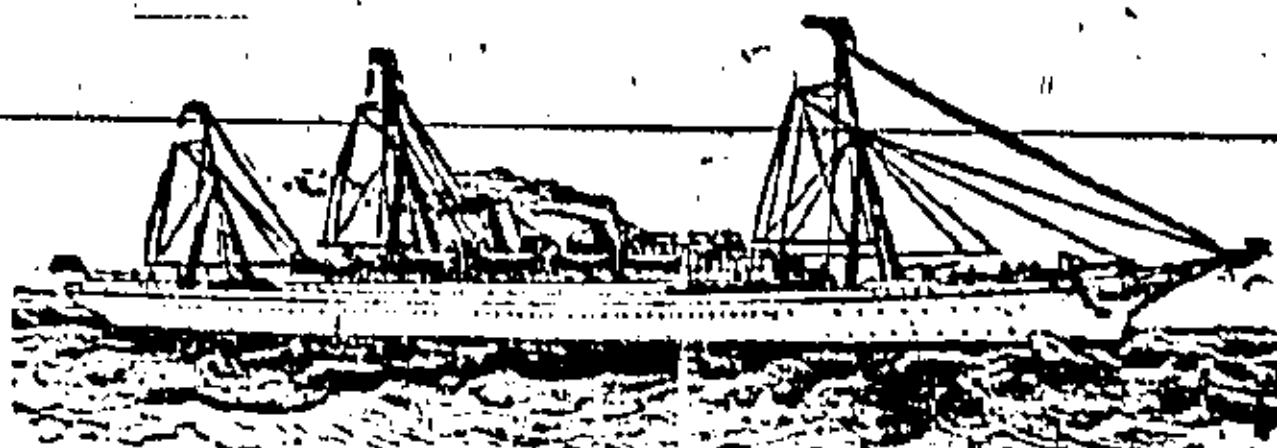
CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "TSINAN," Captain G. Ramsey, will be despatched on THURSDAY, the 15th instant, at 3 P.M. The attention of passengers is directed to the fact that the First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd April, 1897. [169]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.) STEAM TO SHANGHAI AND KOBE. THE Company's Steamship "GISELA," Captain G. Griseono, will leave for the above places on FRIDAY, the 16th instant. For Freight or Passage, apply to SANDER & Co., Agents. Hongkong, 9th April, 1897. [601]

SAILING VESSEL. FOR SAN FRANCISCO. THE 100 ft British Ship "FALLS OF DEE," Lock Master, shortly expected, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 7th February, 1897. [545]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street. [3]

Hongkong, 7th April, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 22nd April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 20th May, at Noon.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 1st April, 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 10th May, 1897.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 13th April, at Noon.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 20th May, at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th April, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day. All Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 24th March, 1897.

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

FLUID. THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMBERTY & Co. Agents. Hongkong, 10th March, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia 2,568 | Tuesday ... | April 13.
Pathan 2,709 | Tuesday ... | May 4.
Tacoma 2,549 | Tuesday ... | May 25.
Victoria 3,167 | Tuesday ... | June 15.
Olympia 2,568 | Tuesday ... | July 6.
S.S. 2,709 | Tuesday ... | July 27.

THE Steamship "OLYMPIA," Captain J. Truebridge, sailing at Noon, on TUESDAY, the 13th April, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL CARLILL & Co., General Agents. Hongkong, 30th March, 1897. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship "THAME," Captain W. J. Noyes, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 12nd April, at Noon, taking Passengers and Cargo for the above Ports, Suez, and Valuable all Cargo for France, and Tea for London. The management will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 8th April, 1897. [5]

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern 1,700 | Tuesday ... | 27th April.
Prins Heinrich 1,700 | Tuesday ... | 11th May.
Prinzess 1,700 | Tuesday ... | 22nd June.
Sachsen 1,700 | Tuesday ... | 20th July.
Bayern 1,700 | Tuesday ... | 17th Aug.
Prins Heinrich 1,700 | Tuesday ... | 14th Sept.
Prinzess 1,700 | Tuesday ... | 12th Oct.
Sachsen 1,700 | Tuesday ... | 9th Nov.
Bayern 1,700 | Tuesday ... | 7th Dec.
Prins Heinrich 1,700 | Tuesday ... | 4th Jan.

ON TUESDAY, the 27th day of April, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain R. Helmer, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 24th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 26th April, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 5th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Lines can be worked on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 5th April, 1897. [148]

Printed and Published by "CHERRY DUNCAN" at No. 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.